

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Inventory—Nomination FormSee instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

For NPS use only

received

date entered

1. Name

historic Terminal Station

and/or common Terminal Station

2. Location

street & number 111 2nd Avenue East

N/A not for publication

city, town Hutchinson N/A vicinity of

state Kansas

code 020

county Reno

code 155

3. Classification

Category	Ownership	Status	Present Use	
<input type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture	<input type="checkbox"/> museum
<input checked="" type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input checked="" type="checkbox"/> commercial	<input type="checkbox"/> park
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational	<input type="checkbox"/> private residence
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment	<input type="checkbox"/> religious
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government	<input type="checkbox"/> scientific
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial	<input checked="" type="checkbox"/> transportation
	N/A	<input type="checkbox"/> no	<input type="checkbox"/> military	<input type="checkbox"/> other:

4. Owner of Property

name Delos V. Smith, Jr.

street & number 226 East 12th Avenue

city, town Hutchinson

N/A vicinity of

state Kansas 67501

5. Location of Legal Description

courthouse, registry of deeds, etc. Register of Deeds

street & number Reno County Courthouse, 206 West 1st Avenue

city, town Hutchinson

state Kansas

6. Representation in Existing Surveys

title None

has this property been determined eligible? ☐ yes ☒ no

date N/A

☐ federal ☐ state ☐ county ☐ local

depository for survey records N/A

city, town N/A

state N/A

7. Description

Condition

☐ excellent
☒ good
☐ fair

☐ deteriorated
☐ ruins
☐ unexposed

Check one

☐ unaltered
☒ altered

Check one

☒ original site
☐ moved date _____

Describe the present and original (if known) physical appearance

The Arkansas Valley Interurban Terminal Station faces north onto Second Avenue. It is a two story structure of reinforced concrete with brocade brick facing. The architectural style of the station demonstrates the influence of the Prairie School tradition on public buildings of the early twentieth century. The box-like building is solid and heavy in appearance. Several features of the station's detailing accentuate this effect. Four large pilasters dominate the front corners and the east and west elevations. At the roof line, below a parapet wall, a heavy cornice wraps around three sides of the building. Detailing at the cornice includes a lovely trim of cast iron in an egg and dart pattern. The bold lines of the concrete window sills and the concrete pads which top the pilasters and parapet wall also help to create the building's solid permanent appearance. The general character of the detailing emphasizes the horizontal. Other details include soldier brick work above the window headers, and raised brick articulation around the attic vents on the east and west facades. Two six foot walls extend from the front corners and are capped by concrete pads. The windows on the north facade are paired; all other windows are single. Fenestration on the north and east accentuates the rhythm of the pilasters and wall. The original wooden single hung windows are still in place.

Overall, the exterior of the building has changed very little since it was constructed. The addition of a metal canopy on the north and east sides of the building detracts little from the original look of the building as the canopy was placed over a concrete sill that gave the same effect of dividing the two stories. The original front door has been replaced with an aluminum framed plate glass door. The same type of door replaced the east entrance door. The original freight depot that extended to the back of the station has been torn down. An addition of a concrete block structure for storage has been placed on the south east corner. On the east corner of the north facade is a mounting for a large Continental Trailways sign. The sign has been removed and is kept in one of the storage rooms.

Originally there was a driveway between the station and the old Bell Telephone building to the west. Here trucks came to unload freight. The freight depot extended 74 feet back to the alley. Freight was unloaded into the freight depot and passed through to be loaded onto trolleys on the other side. On the east side of the station passengers were loaded from a concrete platform that extended fifty feet from the sidewalk along the depot. Three tracks came into the yard. These were used for car storage as well as a loading zone.

The interior also retains much of its original character. Room configurations remain the same. In the lobby the original tile floor and brick wainscoting are extant. An acoustical ceiling now covers the original ceiling. The first floor contains a waiting room on the northeast corner measuring 20 feet by 23 feet. The room on the northwest corner was used as a ladies' waiting room. This room also measures 20 feet by 23 feet. It is now used for storage. At one time a cafe was located in this room. The old smoking room behind this served as the kitchen for the cafe. The ticket office remains behind the lobby and a small baggage room behind that is also original. The second story consists of six office rooms. Part of this has been converted into an apartment. The entrance to the second story is in the back with an outside stairway. The first floor is presently occupied by the Continental Trailways bus station. The upper story is unoccupied.

8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400–1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500–1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600–1699	<input type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700–1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input type="checkbox"/> 1800–1899	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900–	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates 1915

Builder/Architect Foy Construction Company, contractors

Statement of Significance (in one paragraph)

The Arkansas Valley Interurban (AVI) Terminal Station, constructed in 1915, served as the Hutchinson headquarters of the Wichita based Arkansas Valley Interurban Company. The company was chartered in the first decade of the twentieth century by a group of Wichita businessmen. These men envisioned a trolley system which would challenge the steam rail lines for both passenger and freight business. The target of their interurban scheme was the commercially prosperous area centered around the county seats of Wichita, Newton and Hutchinson. For more than a decade, the interurban plan was successful; but the company's founders had failed to take into account the internal combustion engine. Before many years, the advent of the automobile and truck had brought on the downfall of the interurban dream. The interurban terminal in downtown Hutchinson is one of the few surviving monuments of the historic AVI system.

The three towns that served as the foci for the AVI were booming with business in the early years of the century. Wichita was the center of one of America's largest and wealthiest agricultural areas. Many railway lines converged at Newton, making this an important commercial center. Hutchinson, the ultimate destination of the Wichita interurban system, claimed to be the "salt center of the nation." The first Hutchinson evaporative plant was installed in 1875 by the Arkansas Valley Salt Co. This was followed by the establishment of Morton Salt Co. in 1888, Barton Salt Co. in 1892, and finally Carey Salt Co. in 1901. Salt was destined to have a great impact on the AVI. Emerson Carey, founder of Carey Salt, owned the Hutchinson and Northern Railroad which serviced Hutchinson as an intra-city trolley; Carey was greatly interested in the interurban systems. A large part of AVI freight business was in salt. When in 1923 Carey Salt opened its salt mine, increasing productivity, the AVI was given a much needed boost.

The first president of the AVI was O.A. Boyle. He was succeeded by W.O. Van Arsdale who gave his name to a substation of the AVI just outside Newton. On July 22, 1913, George Theis Jr. who owned controlling interest in the AVI became president. It was he who succeeded in completing the extension to Hutchinson. He held his post until his death in 1926.

Construction of the rail line began in Wichita in 1910. On November 22, 1910 the first trial run was made from Valley Center to Wichita. On October 11, 1911, regular passenger service was started to Newton. Several legal difficulties kept the interurban from extending past Halstead for several years. A major problem was a dispute with the Rock Island Railroad over right of way. Even after this had been worked out, controversy in Hutchinson caused further delay. Some citizens of Hutchinson believed that the interurban "originates in Wichita to help Wichita" and they wanted no part of it. This controversy culminated in a March 1915 bond election. On March 30 the Hutchinson News reported "Interurban Bonds Win." The last obstacle to be overcome before the interurban could at last enter Hutchinson was a dispute over exactly what route the trains would take into the city. After negotiations with Emerson Carey, it was decided that the AVI would run along Carey Boulevard on tracks to be jointly owned by the Hutchinson and Northern Railroad and the AVI. The Hutchinson and

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and Northern would extend its own tracks down Avenue A to the Larabee Flour Mill (which structure still stands at the end of Avenue A). There the two tracks would meet. The AVI would enter town on the Hutchinson and Northern track, go west on Avenue A to Main Street, turn north on Main Street to Second Avenue and thence run into its depot.

On July 22, 1915 the AVI purchased a site on East Second Avenue on which to build its terminal station. They bought the property for \$6,850. Foy Construction Co. was contracted to build the depot. This was the second largest of the AVI depots. The depot in Wichita was the largest. Mr. Foy, the contractor, was quoted by one newspaper as saying, "This is one of the best and staunchest railway stations I have ever seen. The president of the company said he wanted a depot that would stand there as long as the railway lasted, and he'll have it."

On December 20, 1915 Hutchinson celebrated the entrance of the first interurban car and regular passenger service began the next day. The trains ran and prospered for a decade. The interurban served as a commuter service for workers and it transported rural children to town schools. The system served as a link between various railroad lines. It transported shoppers to and from the larger towns. Retail businessmen in the smaller towns used the interurban to reach wholesalers. Local entertainments, such as the State Fair in Hutchinson, were serviced by the interurban. The Arkansas Valley High School Basketball League which was established in 1910 used the AVI to transport its teams to games. Thus did the AVI for a time both prosper from and aid in the prosperity of an active commercial area.

By the mid 1920's the reign of the automobile had begun. It is interesting to follow the progress of the interurban in the 1915 Hutchinson newspapers. At the same time that the papers reported big celebrations for the new interurban and speech makers proclaimed its glorious future, large and enticing advertisements for automobiles filled the newspapers' pages. Until 1925 the hazardous condition of country roads made automobile travel less than attractive and the interurban passenger service flourished. But in 1924 the federal government began a program to improve roads. In 1930 and throughout the depression such projects were boosted to create jobs. As road travel improved, the interurban declined. In 1925 the AVI began to lose money. In May 1927 the AVI "responded to automobile competition in the classic and unsuccessful manner of present day transit companies: it raised fares and cut services." As passenger service trickled, AVI increased its freight service. Even in the freight business the AVI found an unbeatable foe in the trucking industry. 1929 and 1930 saw a brief upswing in AVI profits when oil was discovered in central Kansas and AVI was contracted to haul some of it. The depression soon caused more troubles than ever. In 1933 the AVI declared bankruptcy. Two factors kept the line from closing. First of all, the rail jobs were badly needed; and secondly, during the lean years of the depression, there was no market for the scrap metal of a dismantled railroad. Meanwhile, the 1929 flood in Hutchinson had washed out pavement on Main Street and Avenue A around the tracks. Rather than repair the line, AVI rerouted via the Rock Island Station, beginning service again on December 20, 1932. In 1938 AVI applied to abandon its passenger service. The last passenger train ran July 31, 1938.

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In 1939 H.E. Salzburg Co. of Chicago bought the AVI and changed the interurban's name to the Arkansas Valley Railway Co. In order to buy the bankrupt company Salzburg had to agree to pay the County Commissioners four years in back taxes. This prevented them from closing the line for a few years. In 1940 the system was converted to diesel power and all the trolley wires were dismantled. When World War II came, demand for experienced railway men increased and the government eyed failing railroads as sources of metal. The last interurban freight car ran on July 23, 1942. All track was taken up except one mile along Carey Boulevard which Carey Salt Co. bought and still uses today.

Most AVI depots along the old route are now gone. Neither the Wichita nor the Newton depot is extant. A number of trolley cars were pressed into service along the route for many things ranging from student dorms at Bethal College to cafes and hay storage. Most of these cars have now disappeared. The two most visible remnants of the AVI are the mile of Carey Boulevard and the Hutchinson Terminal.

Soon after AVI moved its freight service to the Rock Island Station in 1930, the company ceased using the Terminal Station and began to rent it out. The 1929-1930 Hutchinson Directory lists the building as the Union Bus Depot as well as the AVI station. From the early 1930's until the mid 1940's the building was rented to an oil well supply company. In 1943 ACI sold the property to one Claude I. Depew. In 1945 Depew sold the property to Delos V. Smith. At that time the property was leased to Jones Laughlin Supply Co. By 1949 a number of trucking companies were leasing the property. The 1953 Directory lists the property as containing the Union Bus Depot and the Union Cafe. In 1955 Greyhound and Trailways were also using the building. Anthony Stage Line used the property from 1956 to 1979. Since 1980, Continental Trailways has been the sole occupant of the building.

THIS STATEMENT IS BASED ON CURRENT KNOWLEDGE AND IS SUBJECT TO CHANGE.

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Chandler, Allison. Trolley Through the Countryside. Denver: Sage Books, 1963.

Hutchinson City Directory, 1926-1982.

The Hutchinson Herald. March 3, April 15, 1938, July 24, 1942.

The Hutchinson News. March 27, 1915, June 22, 1915, November 26, 1915, December 20, 1915.

Isely, M.D. Arkansas Valley Interurban. Glendale, CA: Interurbans, 1977.

Register of Deeds, Reno County Courthouse, Hutchinson, Kansas.

9. Major Bibliographical References

SEE CONTINUATION SHEET

10. Geographical Data

Acreage of nominated property Less than one acre

Quadrangle name Hutchinson

Quadrangle scale 1:24,000

UTM References

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Zone Easting Northing

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Zone Easting Northing

C

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Verbal boundary description and justification Lots 23 and 25 and the east eleven feet of lot 21. Original Town of Hutchinson, 2nd Ave. East. The building has always occupied these lots.

List all states and counties for properties overlapping state or county boundaries

state N/A code county code

state code county code

11. Form Prepared By

name/title Deborah Carol Wells Aukee

organization Reno County Historical Society

date April 11, 1983

street & number 101 West Eighth

telephone 316 669-0446

city or town Hutchinson

state Kansas

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

☐ national ☐ state ☒ local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature

title Executive Director, Kansas State Historical Society

date September 7, 1983

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I hereby certify that this property is included in the National Register

date

Keeper of the National Register

Attest:

date

Chief of Registration